

## B. PROJECT APPROACH

The RFP outlines a detailed Scope of Work which will be completed by the Team. In addition, based on the Team's first hand knowledge of the complexities of the study area, our experience in similar projects and our experience in designing unique and creative facilities for pedestrians and bicyclists, the GPI Team has developed the following Project Approach. We are flexible in our approach and look forward to refining this based upon the Town's feedback.



The GPI Team understands that the overall goal of the project is to develop construction level documents for a connection between Olmstead Park on the south of Route 9 and the Riverway Park on the north side of Route 9 and to have the project advertised for construction under the Transportation Improvement Program (TIP). GPI will assist the Town in working with the MassDOT District 6, the Boston Metropolitan Planning Organization (Boston MPO) and Metropolitan Area Planning Commission (MAPC) to ensure the project is programmed and advanced as a viable project on a future TIP year.

In addition to developing construction documents for this critical crossing of Route 9, the project will conceptually look at the entire configuration of the existing bike and pedestrian access and pathways between the Olmstead Park system near Pond Avenue and the existing shared use path (SUP) just west of Parkway Road. This area is regularly used by recreational cyclists and pedestrians as well as commuter cyclists and currently lacks a clearly defined and usable connection.

### PHASE I –PLANNING AND CONCEPTUAL DESIGN

In order to develop conceptual plans for the Emerald Necklace Shared Use Path, the Team envisions the following major tasks under Phase I

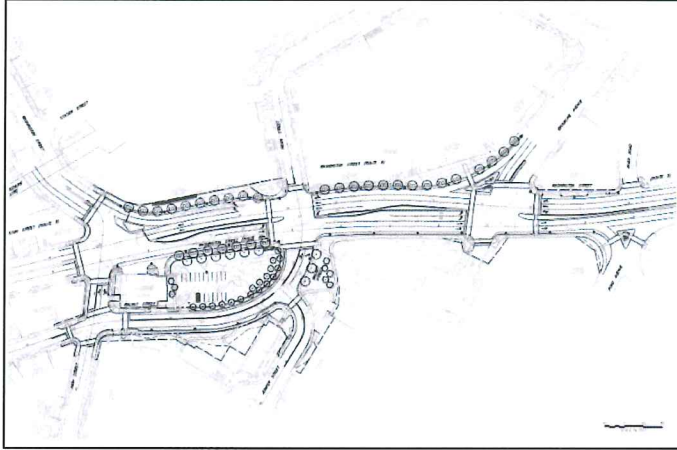
#### *Research and Project Review*

There has been a great deal of work completed in the last decade to advance facilities for bicycles and pedestrians in both Brookline and Boston. Most recently, Brookline introduced contra flow bike lanes along Parkway Road and Netherlands Road. However, because there is not a clear path to lead cyclists to these lanes, they are underutilized.



There are several critical projects that have been completed or are underway. The two most important projects are the Emerald Necklace Master Plan (developed by DCR and Pressley) as well as the Gateway East project currently being developed by the Town and at the 25% Design level. With Pressley on the GPI Team, the goals and objectives of the Master Plan will be seamlessly incorporated into any conceptual alternatives and final design elements. Furthermore, with their understanding of the DCR's concerns and objectives; cooperation, coordination and consensus with DCR will be simplified.





The Town's Gateway East project is a major undertaking to provide connectivity of the Gateway East area of Brookline. Currently the areas of Station Street, Pearl Street and Washington Street are cut off from the more residential section of Brookline south of Route 9/Washington Street. The existing overhead pedestrian bridge is closed and pedestrians are forced to either cross illegally in the areas of the existing Walnut Street intersection with Route 9 or travel out of their way to cross at either Washington Street/High Street or at the intersection of Route 9 at Brookline Avenue.

The proposed design will remove the pedestrian bridge, eliminate the existing intersection of Route 9 at Walnut Street and extend Walnut Street to align opposite Pearl Street. A new signalized four-way intersection will be constructed and provide a viable pedestrian crossing for the corridor. In addition to the new traffic signal at Pearl Street and Walnut Street, the project will include upgrades to the traffic signals at both the Washington Street/High Street/Route 9 and Washington Street at Brookline Avenue intersections and incorporate the three signals into a closed loop coordinated signal system.

One of the critical tasks under Phase I will be to fully review the proposed signal design and operations as currently designed under the Gateway East 25% Design Plans and ensure that any potential at-grade (signalized or unsignalized) crossing of Route 9 in the vicinity of Pond Avenue will not hinder operations along the corridor. As such, the operations of the Route 9 at Huntington Avenue signalized intersection in Boston, just to the east of the potential crossing, will also have to be examined. Based on a review of the operations, it may be necessary to coordinate with the Boston Transportation Department (BTD) to revise signal timings and/or phasing at the Huntington Avenue intersection to improve traffic flow along the corridor and provide a coordinated seamless, coordinated signal system across the Town/City boundaries.

In addition, in 1999 the DCR (then Metropolitan District Commission) developed full construction documents to provide signalized at-grade crossing of Route 9 at Pond Avenue. However, while the concept of the plan (a signalized crossing of Route 9) was viable, it did not fully address the needs of pedestrian and cyclists. The plan did not modify the geometry of the Pond Avenue/Jamaicaway intersection and did not provide enough queuing area for pedestrians and cyclists waiting to cross. In addition, if the median were widened by a few feet, it could provide a refuge for a cyclists or pedestrian crossing the corridor. The project was never constructed and the area is still regularly utilized as a crossing point by pedestrians and cyclists, even though no formal crossing is present.

